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JUL 26 2005

Application No.: 10/694,581

Docket No.: 19036/39691

AMENDMENTS TO THE CLAIMS

1. (currently amended) A truck for a railroad car comprising:  
an H-shaped, when viewed in plan, truck frame including side frames extending substantially in parallel at both right and left sides of the truck for railroad car, and a transom connected to intermediate portions of the side frames, the intermediate portions being located substantially at a center in a longitudinal direction of a railroad car;

an end beam extending in a lateral direction of the railroad car and connected to end portions of the right and left side frames of the truck frame, wherein the end beam includes right and left support brackets whose outer ends are connected to the right and left side frames, and a center bar connected to inner end portions of the right and left support brackets through a deformation absorbing means and having an instrument attachment portion the end beam being configured to support an instrument; and

wherein the deformation absorbing means is included in the end beam and located at both sides of a portion of the end beam where the instrument is supported, for absorbing torsional force acting on the end beam.

2. (previously presented) The truck for railroad car according to claim 1 A truck for a railroad car comprising:

an H-shaped, when viewed in plan, truck frame including side frames extending substantially in parallel at both right and left sides of the truck for railroad car, and a transom connected to intermediate portions of the side frames, the intermediate portions being located substantially at a center in a longitudinal direction of a railroad car;

an end beam extending in a lateral direction of the railroad car and connected to end portions of the right and left side frames of the truck frame, an instrument being supported by the end beam; and

deformation absorbing means provided at both sides of a port of the end beam where the instrument is supported, for absorbing torsional force acing on the end beam, wherein

the end beam includes right and left support brackets whose outer ends are connected to the right and left side frames, and a center bar connected to inner end portions of

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the right and left support brackets through the deformation absorbing means and having an instrument attachment portion, and

each of the deformation absorbing means is constructed of a rubber bush including an outer cylindrical member, a center shaft member, and an elastic rubber member provided between the outer cylindrical member and the center shaft member, the outer cylindrical members are respectively connected to end portions of the center bar, and the center shaft members are respectively connected to the right and left support brackets.

3. (original) The truck for railroad car according to claim 1, wherein the instrument is an antenna device supported by an antenna support member, and a wiring attachment portion for fixing a wire to the antenna device is provided at the center bar.

4. (original) The truck for railroad car according to claim 2, wherein the instrument is an antenna device supported by an antenna support member, and a wiring attachment portion for fixing a wire to the antenna device is provided at the center bar.

5. (new) A truck for a railroad car comprising:  
an H-shaped, when viewed in plan, truck frame including side frames extending substantially in parallel at both right and left sides of the truck for railroad car, and a transom connected to intermediate portions of the side frames, the intermediate portions being located substantially at a center in a longitudinal direction of a railroad car;  
an end beam extending in a lateral direction of the railroad car and connected to end portions of the right and left side frames of the truck frame, the end beam being configured to support an antenna device supported by an antenna support member, and a wiring attachment portion for fixing a wire to the antenna device; and  
deformation absorbing means included in the end beam and located at both sides of a portion of the end beam where the instrument is supported, for absorbing torsional force acting on the end beam.